

# CHRISTMAS SPIRIT FADES AT ICELAND

## Junella off on maiden next week

Marr's new freezer *Junella* is now at Hull preparing for her first trip which is due to start next week. The 210-footer from the Cleland's Shipyard at Wallsend is being commanded by long-serving Marr skipper, Alf Engle, who has recently been relief skipper on *Carthula* (seen berthed ahead of *Junella*).

SUNDAY the most serious incident so far in the present dispute with Iceland marked the end of a lull in gunboat activities over the Christmas break. A collision between the British frigate *Andromeda* and Iceland's *Aegir* was the first time that two armed ships had clashed. No one was hurt in the collision which occurred as the frigate manoeuvred to prevent *Tyr* from getting at a group of British trawlers which had just hauled their nets. The incident has provoked more possible chopping incidents on December 22, as the gunboat *Aegir* made runs at the Hull trawlers *Ross Lewis* and *Falstaff* — both fishing on the edge of the main trawler pack. Although *Aegir* was still shadowing the trawlers 30 miles off the north-east coast, On Christmas Eve, always the height of festivities on Iceland, the gunboats had disappeared and the trawlers got down to an unbroken spell of fishing. Results were very mixed and, following reports of better fishing further south, sources revealed several gunboats were delivering mail to isolated coastal communities.

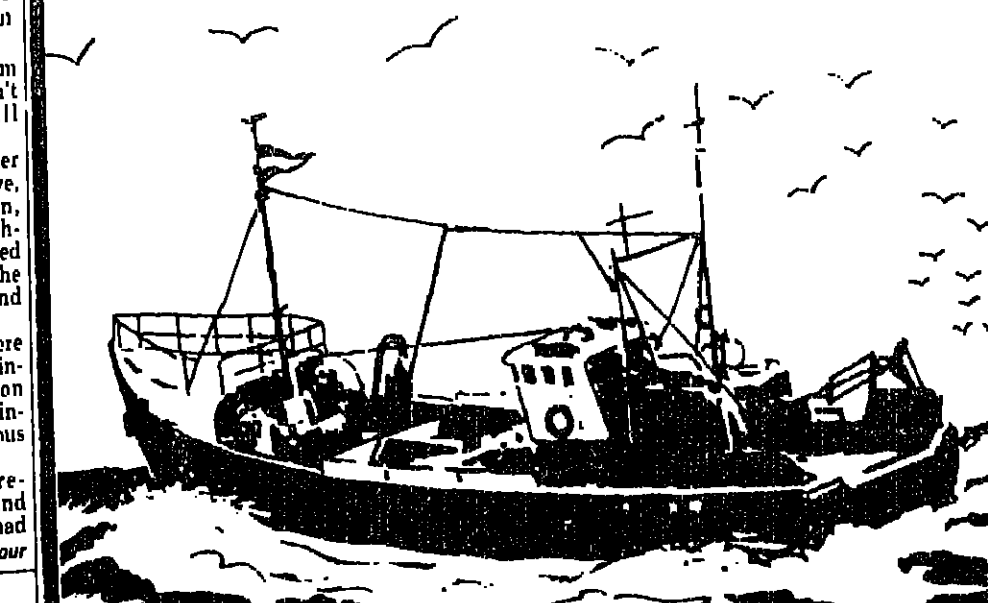
## Navy works 'miracles'

SKIPPERs and crews of distant water trawlers, back home for a Christmas break, are unanimous in their praise of Naval protection off Iceland. Spokesmen for BUT, Consolidated Fisheries and Boston Deep Sea Fisheries all said they were very pleased with the present level of Naval support. A deepwater skipper told *Fishing News*: "It's an eye-opener to see them in action. If anyone thinks Britain's done as a naval power, they'd change their tune after a couple of hours down there. They're working bloody miracles to keep us fishing and getting better at it every day. The only problem is the grounds. Most of us want to get round to the north-west side just now as we don't want to overfish the eastern grounds."

The heavy ice flows there would be an additional hindrance to the protection vessels and could greatly increase the risks of a serious incident. In the immediate pre-Christmas period, Iceland made it crystal clear she had



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## Go-ahead for Scots fish farm

ANOTHER fish farm is to be established in the Scottish Highlands — at Inverdule, Aviemore. Man behind the venture is Ian Ross of Lake Fisheries, Peel, who has already set-up farms in the Isle of Man and at Inveraray.

For his latest project he has secured a 19-acre site lying to the north-east of the rivers Drue and Spey, which he hopes will also be a tourist attraction. It is hoped the farm will be open for the tourist season this year and visitors will be able to fish in the four-acre lake, or buy fish from the farm.

At Inveraray Castle, Castle

Fisheries produces about 60 tons of fish a year, but the farm at Aviemore is not likely to produce so much. Mr. Ross reckons production will depend on the water supply in the area.

As well as the four-acre lake there will be rearing ponds, ancillary storage buildings and car park.

Planning permission has been given by the Highlands Regional Council's planning and development committee. The Highlands and Islands Development Board supported the Inveraray venture and is considering an application for assistance for the Inverdule project.

## ..farming talks

THE farming of North Pacific coho salmon on the French west coast will be the subject of one of the talks to be given at a one-day meeting on fish farming this month.

The meeting is to be held

on Thursday, January 16, in the Dunstaffnage Marine Research Laboratory near Oban.

Joint sponsors of the meeting are the Scottish Marine Biological Association and the Highlands and Islands Development Board.

Mr. J. K. Lindsay, who heads the fisheries section of the HIBB, will be the chairman.

### Risks

Main speakers and their topics will be: Mr. P. A. D. Secretan on fish farm risk management and stock insurance; Dr. A. Munro on problems associated with IPN infections in fish stocks; Mr. D. Hare on applications of aeration to fish farming; Dr. M. Love and Mr. A. Hulme on influencing the quality of farmed fish; Professor Pringle on groundwater—its occurrence and exploitation; and Mr. Y. Harache on the first results of coho salmon farming in France.

Further information about the meeting can be obtained from: Dr. F. Landless, SMBA, PO Box 3, Oban, Argyll.

THE officers of the Conservative Fisheries Sub Committee were elected last month. They are: chairman, Patrick Wall, MP for Haltemprice; vice-chairman, Sir John Gilmour, MP for E. Fife; secretary, Richard Luce, MP for Shoreham.

WHITE Fish Authority and Herring Industry Board vessel loans will continue unchanged this year, according to Fisheries Minister of State, Edward Bishop. He confirmed the grant rate of 25 per cent will go on in 1978 when answering a Commons question from Hull West MP, James Johnson.

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# FIGHT TO STOP EEC Fewer trawlers INSHORE CUT-BACK to fish herring

BRITISH fishing prospects would be "seriously endangered" by an EEC plan to reduce the size of the European fleet.

Although aid to modernise the fleet would be available, this is "chicken feed" when it comes to helping the industry in a positive way, said Mr. E.

Hamley, chief executive of the Fisheries Organization Society, on his return from talks in Brussels with EEC officials.

The society has now asked the British Government to firmly resist these plans, which mean that at least 14 per cent of the fleet could disappear.

"They want to cut the industry by 14 per cent and are

helping it to the tune of seven per cent", said Mr. Hamley. The society is also protesting about the Community's plan to raise minimum fish prices by only 11.7 per cent. With the industry suffering from inflation this is nowhere near sufficient, pointed out Mr. Hamley.

The society has also follow-

ed the distant waters fishing teams working the Scottish west coast herring grounds which ended in December. The latest fuel crisis has also reduced this operating bill, said Mr. Hamley.

The society vigorously in taking up other cost increases of herring, pair concern as their hauls had a much better potentially dangerous time and many of the fish probably stay on the inshore food set coast this year and

heavily, it says, on this week the Scottish mination of realising industry was on a number of visiting to decide on how cluding, not only quotas for the 1976 but also quota mason should be managed limits and EEC aid.

The 85,000 ton quota it year was achieved by a fishermen imposing themselves — through

the Scottish Fishermen's Organisation — a 40 unit per man limit.

With the west coast quota set this year for 70,000 tonnes, catches will have to be limited even further, although

this may not be too drastic and depends on the number of pair trawlers which show up.

Quotas are also controlled by means of a licensing systems.

## Top ship breaks even ...

TOP Aberdeen trawler for 1973 is Ben Lui which landed at her home port on Monday. Her year's work made £270,481.

Describing the figures as 'meaningless', a spokesman

for owners Richard Irvin and Sons said: "It has been a disastrous year. She has hardly been able to clear her operating costs, which included the Government subsidy."

The trawler is commanded by Skipper Terry Nelson and spent 261 days at sea, fishing mainly at Iceland, and her total catch was 23,032 cwt.

### Last trip

Her last trip of the year earned £15,478 after a 19-day Berents Sea trip.

Escalating operating costs and poor fishing have taken a toll in the Aberdeen fleet.

Some 30 boats are out of fishing service, and few ships in the fleet have reached £200,000.

The nearest rival to Ben Lui is the stern trawler Grimsby, which has held the Aberdeen title for two successive years.

## Herring men freezer damaged skipper

JSTON, Deen Sea fisheries, 1,476-ton stern freezer Princess Anne landed at Hull on Christmas

GILBERT Bute. Inverallochy, she was homeward bound many years come the engine room and the Fraseridge top were damaged during registered Repax a Force 9 to 10 storm 300 honoured by sea off the north east coast fishers on Christmas Newfoundland. This forced

Over the years skipper P. Craven to put much time and to St. John's and spend help advance the industry.

It was in recognition services that, at a St. Combs to the regulation of the 1980 quotas, they press with a stereo music sprats

This was handed by the Tyne and Skipper George Alartlepool kept Grimsby the Gardenstown's spratters busy right den.

Skipper Buchanan, with the inshore trawlers from the sea in Labrador, Cleve, Glenda and reasons, but he is Martin Norman joining in, an active roll in the local effort was boosted to as the fishermen vessels working mainly representative at in North Shields.

He is also a direct skipper Eivind Sorensen, Scottish Herring Fishermen's Association.

Heel to land at her home with a shot of 42 tons on December 19, but in Christmas week Tino (Skipper

go Thinnessen), Ellen (Skipper Alan Thinnessen), Babasca (Skipper Albert Thinnessen) and Melissa (Skipper Johnny

all returned for the Grimsby now days with good catches. possess a port of the others put into book before the fields and the crews signed on by moved home by road.

owners for a trip skipper Hugo Thinnessen

The introduction of January 1 of record seinermen is another assist the industry

to outlast minority of trout Together with the formed Grimsby Protection Committee handles discipline the move at Grimsby

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## Sprats shoal well

told Fishing News that the sprats had been shoaling well, particularly off Hartlepool, and in four tows spread over a week he had landed three times at Shields, averaging roughly 100 tons per trip, and expected to turn out about 110 tons at Grimsby.

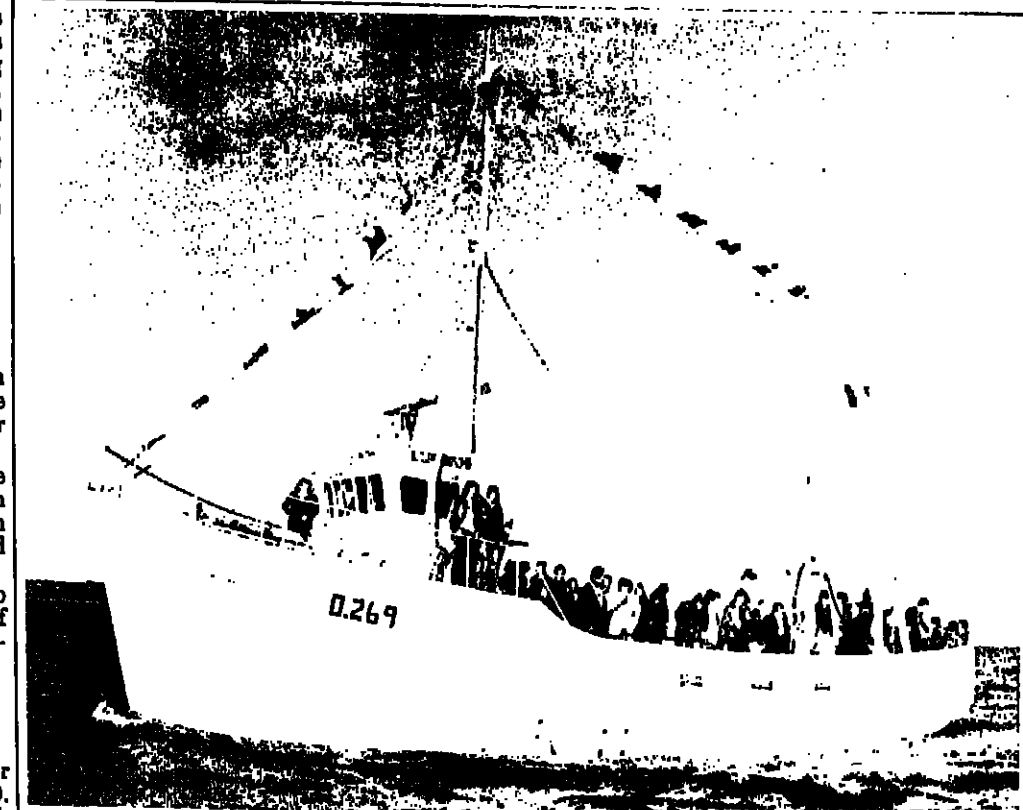
Another Shields vessel — the Grimsby-registered Christine Nielsen (Skipper Cliff Ellis) — was also in the news, landing at least one super-haul of 180 tons at Fraserburgh before Christmas. The boat was built last year.



Tino at Grimsby with around 110 tons of sprats aboard.



Tino at Grimsby with around 110 tons of sprats aboard.



## Star of Bethlehem is launched

A 60-FOOTER with a seasonal name — Star of Bethlehem (above) — was launched last month from the Crosshaven boatyard at Crosshaven, Cork, Ireland.

The boat is designed by Jack Tyrrell of Arklow and is for Skipper Martin Moloughlin of Howth, Co. Dublin, the port where she will be based.

Built with aid from the Irish Sea Fisheries Board (BSM) and

the EEC, Star of Bethlehem has a beam of 19.8ft, gross tonnage, 61.21; and net tonnage, 34.45.

She is built of teak on oak frames and is powered by a Caterpillar diesel of 388 hp driving a 58in. propeller. A 21 hp Ister auxiliary is fitted and her pumps include two GGG

units with Giljactor system. Main winch on Star of Bethlehem is a 10-ton Norliu 18FK 90HY unit and her power block is Repp's model 24 RH 2300. Wheelhouse electronics include Kelvin Hughes Type 17 radar, Falkland radio telephone, MS 44 echo sounder and Navigator.

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## £1.08 TO LAND ONE BOX!

SKIPPER Jim Leadley of the trawler Success claims it will cost £1.08 to land an eight-stone box of cod at years ago the cost was just 7p.

He says the present charge is 84p and the new rate would mean an increase of 1,400 per cent in ten years.

Skipper Leadley has pointed out to Whitty ratepayers what he terms are anomalies in the port's new harbour charges. There are two distinct wharfage charges. For commercial shipping the cost is based on tonnage for fish it is on the value landed.

He says he cannot quote comparable figures for commercial shipping, but knows the commercial wharf would be empty if the figures were even remotely comparable.

Proposed new charges are 20p per ton passed on to the public eventually, but fishermen have no way of

passing on the charges. They are on gross landings and, says Skipper Leadley, take no account of inflation in the price of fish or running costs.

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### OBITUARY

## SIR JOHN CRASTER

THE fishing industry lost an avid supporter when Sir John Craster died at his home at Craster, near Alnwick, before Christmas. He was 74.

A former chairman of Northumberland Sea Fisheries Committee, he was particularly concerned with coastal fishing.

Sir John, whose family has lived in the Northumberland fishing village which bears its name since the Norman era, was also a former High Sheriff of Northumberland.

Known as the "Hunting, fishing, shooting squire", he published his autobiography North Country Squire in 1971.

At one time his family owned the famous Craster kipper burning yards and the harbour

helping it to the tune of seven per cent", said Mr. Hamley. The society is also protesting about the Community's plan to raise minimum fish prices by only 11.7 per cent. With the industry suffering from inflation this is nowhere near sufficient, pointed out Mr. Hamley.

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## BELGIAN RETAKES RECORD

THE BELGIAN trawler Zephyr recaptured the Grimsby beam trawler port record with £16,281 split between landings on December 17 and 18.

Zephyr held the old record until Jan Van Gent broke it in November with a catch worth £14,660.

To regain the record the 11-year-old vessel landed a total of 486 kits (mainly plaice and soles) and, although Skipper Roger Ackx was delighted, he was also slightly annoyed that the landing was split over two days. This meant losing fishing time while returning to Belgium for Christmas.

## SMALL HAKE UNSOLD

THERE WAS the remarkable spectacle of hake being unsold on Fleetwood fish market in the week before the Christmas holiday.

The ship affected was David Wilson, which returned from the South Minch grounds with 296 kits, including 116 of hake — the variety for some time.

Early in the week before David Wilson's arrival, the variety had made up to a record £88 a kit. But, on the day of her fish being sold, there were also 30 kits of hake in the catch of the near water trawler Replenish and 20 kits from Boston Sea Hawk. This sent down the top price to around £85 a kit.

John Thain, manager of the Hazael Fishing Co., David Wilson's owner, said it expected a drop in the hake market with the good supply. However "we didn't expect such a massive drop", he added.

Mr. Thain said: "We had some small hake unsold and quite a bit more which reached only the minimum price. It was a big disappointment."

"The bulk of the small hake made between £25 to £35 a box. It would seem far easier to catch small cod than to bother to fish for small hake."

Skipper John Banks of David Wilson said: "It would seem that the market cannot absorb such quantities of hake". But there was some consolation for skipper and owners in that David Wilson's catch sold for the respectable total of £7,092.

On the day of David Wilson's landing there was a total of 12 vessels selling their catches — one of the highest daily totals of last year.

Markets showed their usual decline immediately before the holiday. This was reflected in the grossing made by the stern trawler Gavina, which returned from Iceland with 1,102 kits — mostly cod — to make a disappointing £18,175.

On the same day Marella, also from Iceland, made £10,960 from 740 kits, while the near water vessels landing also fared less well than normally. The Irish-owned Mary Agnes, commanded by Skipper Tom Watson, made £4,466 from 255 kits. Peter Lounsdale £989 from 86 kits; and Cornelia £2,224 from 61 kits.

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# 1975—A disaster for fishing LOOKING BACK IN ANGER...

THERE CAN have been little enthusiasm in the British fishing industry for ringing-out the old year and ringing-in the new. With 1975 proving the most tormented year the industry has ever had to live through, the prospects for 1976 look even grimmer.

Locked in battle with Iceland, the burden of another 30 per cent increase in fuel prices and no indication from the Government that it will resume direct financial aid, it seems that things can only get worse.

From the following painful reminders of the year gone by, fishermen can only look back in anger as they see the same problems looming up in front of them in 1976.

## Clashes

from page one  
favour of a move which the Navy organised.

## 'Miracles'

from page one  
no intentions of letting up on the harassment of the British fleets and, with the superb *Lloydsman* temporarily withdrawn, the Icelanders began concerted efforts sending in two or three gunboats simultaneously from different directions.

the consequences of fishermen taking matters into their own hands.

**FEBRUARY:** Deepsea fishermen were now working under the threat that each trip could be their last. Nine steam trawlers in the BUT fleet at Grimsby were taken out of service and the company made it clear that the fate of its six remaining steamers at the port would be judged on a voyage-to-voyage basis. The reasons for this strong talk were obvious. Grimsby market was at rock-bottom, with cod making under £12 a kit. Problems at Grimsby were symptomatic of all the north-east coast ports and this resulted in the MP for Hull, West, James Johnson, setting up a seminar involving all sections of the industry to consider steps to save fishing on Humber-side. For inshore fishermen in Devon and Cornwall, there was at least one moment of jubilation as they became the first in the country to share in the EEC intervention price scheme. The South Western Producer Organisation sent out cheques totalling £120,000 to its members.

**MARCH:** At last bending to demands for some cash aid to keep the fishing fleet in business, the Government announced a £61m. subsidy scheme. Boats under 40ft., and all shellfish vessels, were excluded from aid — and even with deepsea ships over 135ft. getting the maximum £80 a day, there was little joy in the trawler ports. Humber-side owners were still resigned to laying up vessels, although they accepted that the subsidy would slow down the decline of the fleet. Average daily earnings of a Humber trawler now at £900 and

**MAY:** Hopes of stopping the flood of fish imports from non-EEC countries following a meeting of the Council of Ministers in Brussels were soon dashed. An agreed minimum entry price of £550 a ton for frozen cod fillets,

operating costs £1,200. But it was inshoremen on Humber-side who captured the national headlines by blockading the ports of Hull and Immingham. This germ of militancy quickly spread northwards and Minister, Fred Peart, met representatives of the newly-formed Humber-side Share Fishermen's Association, and the North Shields Fishermen's Association, to give a promise that he would take some quick action to improve guayside fish prices.

**APRIL:** Nearly 50 ports were now blocked off by inshore fishermen in revolt against Government inaction on fish prices and limits. An armada of over 1,200 boats were involved in Scotland, where fishermen were still festering from what had appeared to be vain protest at Westminster in January. A special action committee formed by skippers was set-up in Aberdeen to direct the blockade of the ports. At Aberdeen 80 boats were strung across the harbour effectively preventing all shipping movement. The blockade was finally lifted following a meeting with Scottish secretary, Hugh Brown, who promised to look into the problems of the industry.

**JULY:** Subsidy had run out and no Government promises were forthcoming that it would be resumed. With a debate on the problems of the fishing industry occupying

three hours of House of Commons time, nobody was left in any doubt that withdrawal of subsidy would leave the fishing industry in a desperate position. Although Minister, Fred Peart, had said that Britain was aiming to negotiate a new agreement with Iceland, it was becoming clear that time was running out. Iceland had announced that October 15 was the date she would be claiming 200-miles and the signs were that British vessels would only be given a short phase out period.

**AUGUST:** With a warning that it was only a temporary measure to help the fishing industry adjust to changing circumstances, subsidy payments were resumed. This time aid was slashed to £24m. Inshoremen were beginning to realise just how much the new boat safety rules introduced by the Department of Trade were going to cost them and, unleashing a massive, but unavailing, protest. A well known name at Grimsby but the dust when Peter Sleight trawlers sold its last three trawlers to a Lowestoft firm. For Britain's biggest trawler, *Arctic Gullard*, there was the ignominy of a coming back with a national catch record and losing £34,000 on the deal.

**SEPTEMBER:** Figures issued for the first seven months of the year reflected an alarming situation in Scotland. Earnings were £74m. down and landings had fallen by 751,392 cwt. The herring men were hardest hit with a £24m. drop. In what was termed a "symbolic action", 30 Scottish boats took part in raid on the closed grounds off the Yorkshire coast. This cost them fines totalling over £6,500, but the Scots felt this was justified to bring attention to the fact that there was nowhere else to fish. After the first talks between Britain and Iceland ended in deadlock, it became clear that Iceland was intent on keeping all foreign boats outside 50-miles. With their North-East Atlantic cod quotas exhausted, four Hull freezer trawlers were laid-up.

**OCTOBER:** Desperate Scottish herring fishermen were

seen for the first time lay at the East coast port Lowestoft, Yarmouth, Grimsby. Eventually moved off further south Devon and Cornwall made grounds causing a huge among local fishermen. Aid was again slashed — time down to a £1m. — the shock news that would be no more a December. Another row talks with Iceland fell inquiry into the loss of Peterhead trawler *Ty* with her crew, found that of stability had contributed her loss.

**NOVEMBER:** With minute negotiations in the jargon breaking down, deepsea fleet was in threat of another dispute. Iceland following savage tactics by gunboats. A time pull out by British ships resulted in the Navy's sent in.

This action quickly ed off a reaction in Iceland, who said that would not take part in the talks while British was remained in her waters. Insult to injury was sale of North Shields stern trawler *Ben Ida* Iceland. The arrival of 135ft. purse seiner, *Christina*, dwarfed the rest of Scottish herring fleet. For the Tait family of Farnburgh with their own was a vessel that was look equally at home as distant water grounds. Losses by BUT at Grimsby forced them to transfer fleet to Aberdeen. The trawlers involved in this represented two-thirds of port's fleet. In the House Commons, the Government was accused of having fishing policy.

**DECEMBER:** Warp fringes and clashes between frigates and gunboats becoming everyday news an attempt to cut back size of the European fleet, an EEC plan was put forward to pension fishermen and give them a scrap for scrapping their boats. With the shock announcement of a 30 per cent fuel oil prices, it was left to oil stage on Humber-side round off the year on a brighter note. Hull sidewinder, *Somen Maugham*, turned in the of the year with a White catch which made £84,000.

three hours of House of Commons time, nobody was left in any doubt that withdrawal of subsidy would leave the fishing industry in a desperate position. Although Minister, Fred Peart, had said that Britain was aiming to negotiate a new agreement with Iceland, it was becoming clear that time was running out. Iceland had announced that October 15 was the date she would be claiming 200-miles and the signs were that British vessels would only be given a short phase out period.

**AUGUST:** With a warning that it was only a temporary measure to help the fishing industry adjust to changing circumstances, subsidy payments were resumed. This time aid was slashed to £24m. Inshoremen were beginning to realise just how much the new boat safety rules introduced by the Department of Trade were going to cost them and, unleashing a massive, but unavailing, protest. A well known name at Grimsby but the dust when Peter Sleight trawlers sold its last three trawlers to a Lowestoft firm. For Britain's biggest trawler, *Arctic Gullard*, there was the ignominy of a coming back with a national catch record and losing £34,000 on the deal.

**SEPTEMBER:** Figures issued for the first seven months of the year reflected an alarming situation in Scotland. Earnings were £74m. down and landings had fallen by 751,392 cwt. The herring men were hardest hit with a £24m. drop. In what was termed a "symbolic action", 30 Scottish boats took part in raid on the closed grounds off the Yorkshire coast. This cost them fines totalling over £6,500, but the Scots felt this was justified to bring attention to the fact that there was nowhere else to fish. After the first talks between Britain and Iceland ended in deadlock, it became clear that Iceland was intent on keeping all foreign boats outside 50-miles. With their North-East Atlantic cod quotas exhausted, four Hull freezer trawlers were laid-up.

**OCTOBER:** Desperate Scottish herring fishermen were

## SWANSEA SKIPPER BEATS RISING COSTS

SWANSEA skipper, Brian Llewellyn, was horrified by the cost of new fishing vessels when he set out to look for a replacement boat.

Realising he could not afford a boat of the size he wanted, he set about designing and building one himself.

The result is now taking shape in a derelict shed close to the River Neath at Britton Ferry in South Wales. The new boat will be 50ft. long, with a beam of 17ft., and is being built in steel, the skin plating being 5/16in. thick. She will have a raised forecastle and a forward wheelhouse.

Mr. Llewellyn has incorporated many features from his own experience in the design of the new boat, one of them being a stern ramp for hauling the trawl on board, an unusual feature for a boat of this size.

The new boat will be fitted with a Cummins 200 hp six cylinder diesel driving the propeller through a 4:1 reduction. On deck there will be a trawl winch by North Sea Winches.

The hull is of the round bilge type which has involved a considerable amount of plate shaping and bending. All of the construction work has been carried out by Mr. Llewellyn and two helpers.

The shed where the vessel is being constructed is due for demolition and this will be done when the vessel is due to be launched. It is the only way the vessel can be got out of the shed.

Completion is due in the next few months and, if the design proves successful after trials, Mr. Llewellyn plans to construct more vessels to the same design. He already has another construction shed lined up and expects to be able to build these vessels considerably below the current market price for a vessel of this size.

Mr. Llewellyn was part owner of the rotten Swansea trawler *Roger Bushell*, which caught fire at Millford Haven shortly after a refit in Swansea and which is now derelict.

# Seiners prepare for early start

GRIMSBY seiner owners are planning an earlier than usual start to the 1976 season with the bulk of the fleet away by mid-January.

Already *Olbek* (Skipper Carl Thomsen), *Nordland* (Skipper Karl Bruum) and *Freesia* (Skipper E. Jensen) got away shortly after Christmas to fish the Muray Firth, working out of the Scottish ports, and one or two other Grimsby seiners are expected to make their way up to join them this year.

However, plans were upset before Christmas to get a big slice of the North Sea fleet away either shortly after Christmas Day, or as soon as possible into the New Year.

Skipper Egon Thomsen in *Arcona Bay* was the last seiner home in 1975, but she was unduly late as she had landed earlier in December in Denmark and had fished her way back home to land at Grimsby on December 19.

*Arcona Bay*, rather disappointingly, grossed only £1,865 from 83 kits after a trip lasting nine days, but even this was an improvement on *Brizlee* (Skipper Tom Christensen). Her



*Brizlee* returned empty-handed due to bad weather.

gamble on a late season trip was abandoned when foul weather put fishing completely out of the question and she returned empty.

This was very unfortunate as there were fish about, but *Brizlee* could not get her gear down.

## Tests show less mercury in fish

TESTS taken off the Northumberland coast have eased fears over pollution of inshore fish stocks, says a report to the county council.

The trading standards department of the county has found that the amount of mercury in fish landed at ports in the area are down compared with surveys taken over the last four years.

County trading standards officer, Raymond Hey, says in a report: "Our findings are very encouraging. The coast waters are getting cleaner."

During the summer a team from the standards office collected samples of shellfish, cod, plaice and whiting from coastal waters. Analysis revealed that poison in the

fish was well below the tolerable level of five parts per million.

Mr. Hey added: "The results in relation to mercury have been reassuring and have not raised any cause for alarm."

The report says: "We only had a few samples of fish with lead and cadmium present."

## COBLE-WITH A DIFFERENCE

THE HIGH cost of timber is proving a problem to Scottish builders of small fishing boats and salmon

## HARBOUR BOSS RETIRES

A FRAMED picture of Bridlington harbour was presented to Jack Pockley last month to mark his resignation as harbour commissioner.

Mr. Pockley, who has been a fishermen's representative on the harbour board since 1961, received the picture from Mr. W. D. Pinkney, chairman of Bridlington Harbour Commissioners.

Barry Gray, chairman of the Commissioners' Works Committee, said at the presentation: "Jack Pockley is one of the most respected members of the harbour community."

At their factory they are completing the north-east's first full-size glassfibre cable.

The vessel is expected to be ready for sea before the opening of the salmon net fishing season on February 11.

The cable will be powered by a BMC 45 hp Tempest diesel and will look, handle and even feel like the traditional craft.

After her trials the boat will go to the Fagade Fisheries at Ardnamurchan.

He commissioned the new-style cable from the north-east salmon fisher concern after being told they had taken a cold mould from a wooden cable which they built last winter.

Much care has been taken by the builders to ensure that the new boat gives as long a service as — if not more than — the tradition wooden craft.

The firm also hope that once the cable is in service they will receive orders for more glass fibre cables.

# Norina back from GRP CAMPAIGN AT GRIMSBY maiden trip

FLEETWOOD'S latest trawler, the stern-fisher *Norina*, landed her first catch at the port last week. Skipper Frank Wilson brought her in with 790 kits which sold for £13,714.

The first kit sold was for charity and made £85. It was cod bought by Birds Eye and Cyril Mitchell, who made the purchase, said: "It was the highest I have ever paid for a first-trip kit."

Skipper Wilson was fulsome in his praise of his new command: "The finest ship I have ever commanded," was how he described her.

He added: "She is a grand ship and fishes well."

Jim Cross, Fleetwood manager of the owning firm, J. Marr and Son Ltd., said: "There were some teething troubles with her steering gear and her variable pitch propeller, but these will soon be rectified. She is a beautiful ship."

There was high praise for the Navy's role in Icelandic waters from Skipper Wilson. He said: "In past cod wars the skippers have not always been happy at the way the Navy have tackled things. This time, however, they have really got down to business."

The 129ft. *Norina* joined at the port by a new similar vessel.

There were more Fleetwood distant-water trawlers at for Christmas than for many years. Little difficulty found in raising crews, the result that one of port's vessels was at sea over the holiday.

For one section of the industry the long holiday closure posed problems. Inshore vessels faced a market until January. Catches can be held in

## SCALE model of a 54ft. multi-purpose fishing vessel in GRP, designed by Wilson, Ross, MacDougall & Associates, of Newcastle and currently under construction by Olympic Marine S.A., of Piraeus, Greece, is on display at Grimsby.

A SCALE model of a 54ft. multi-purpose fishing vessel in GRP, designed by Wilson, Ross, MacDougall & Associates, of Newcastle and currently under construction by Olympic Marine S.A., of Piraeus, Greece, is on display at Grimsby.

The model, *Olympic Fisher*, one of several versions of the OMT 185 series, was brought down to Grimsby by agents Rowland Ross Ltd., which have placed it with the model of *Olympic Fisher* on display at Grimsby.

The model of *Olympic Fisher* on display at Grimsby.

The model of *Olympic Fisher* on display at Grimsby.

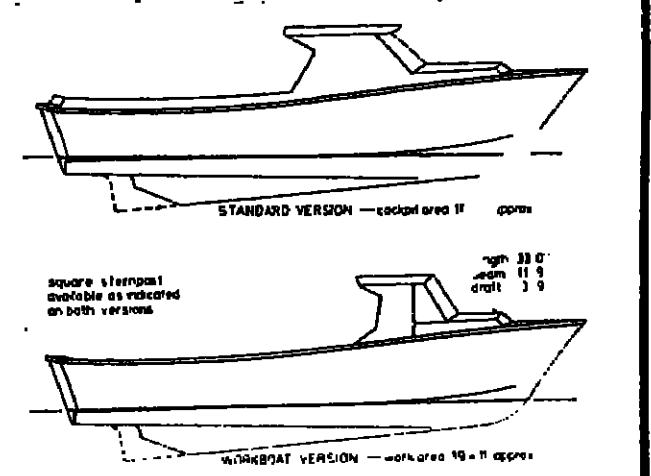
The model of *Olympic Fisher* on display at Grimsby.

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# SWEEPING CHANGES IN PLAN FOR IRISH FISHING

THE COMMON Market's Fisheries Policy has been declared a major drawback to future fisheries development in Ireland by the country's major fishing organisations, which have also called for an exclusive economic zone of 50 miles.

These views are made clear in an *Overall Fisheries Development Plan* for the Irish Republic, submitted to the Government and which is now being considered by the Cabinet. It was formulated by the Irish Fishermen's Organisation, the Irish Federation of Marine Industries and the Dublin Retail Fish Merchants Association, with help from the Irish Fish Processors and Exporters Association.

A Ministry of Fisheries is needed with its own full-time Minister. Up to now, says the plan, the lack of a detailed scheme for fisheries development has led to extreme fluctuations in the industry in Ireland, with bottlenecks resulting in the chain between producer and consumer.

Because it had to cope with

such a situation, investors were not attracted to putting money into fishing development.

The Irish industry is gravely concerned about rapidly diminishing fish stocks and wants a revision of existing fishing limit baselines. No vessel over 90ft. from any nation, with a main engine of 100hp or over, should be allowed to fish inside 12 miles from the re-drafted baseline, the fishermen claim. At present some nations have traditional rights to within six miles of the Irish coast — including British and Northern Ireland boats.

Also criticised in the plan is what the organisations describe as "Ireland's archaic

legal system" which helps rather than deters poaching in Irish waters. These waters were becoming the target of a greater number of fishing vessels displaced from elsewhere by extended limits. And the plan says that the Irish Naval Service, though doing its best, is under-equipped to control the situation.

Improved harbour development is suggested, with this being brought under the new Ministry of Fisheries, which would also set up a second national fishery college, improve educational facilities for fishermen and provide a new structure for the purchase by fishermen of their own boats.

Finally, the plan suggests

that the Dublin fish market should be abolished and transferred to a suitable new site. For shops opening outside the Dublin area, 50 per cent grants should be available, it says.

Our Irish correspondent says the plan largely mirrors the frustration of fishermen and contains the points they put forward after the harbour blockade last April. When fishermen marched on Government buildings, they were told by the Junior Minister for Fisheries, Mr. Michael Pat Murphy, that they should draw up their own overall development plan for fisheries — and this is what they have done now, in co-operation with other organisations in the industry.

## Court hears 'sea time' ticket fraud

GORDON James Watt (24), of Peterhead, pleaded guilty at Banff Sheriff Court to fraudulently obtaining a place as a candidate for a Department of Trade examination for his ticket by giving false information about his sea time.

The court heard that in his application form, prepared at the Buchanan Technical College, Fraserburgh, he gave his sea time as just over five years when, in fact, it amounted to slightly more than two years. A minimum of four years is laid down for entry to the examination.

Malcolm McAulain, deputy fiscal, said Watt's application form along with a £3.90 fee had been sent in, but an anonymous caller to the superintendent of Mercantile Marine in Aberdeen stated that Watt had nothing like

the sea time for sitting the ticket.

Watt's true time was subsequently ascertained by the matter was reported to an examiner of masters' mates.

An agent for the sea said Watt's father, the ticket holder on the boat, became unwell, replacement ticket was unsatisfactory. Watt thought it preferable to take the boat out to sea. In fineing the accused, Sheriff Cruan warned repetitions would not be treated "in such an understanding fashion."

## PROFIT FOR SALMON FIRM

BERWICK Salmon Fisheries Co., which fished a £32,000 loss in 1974 then cut back on labour force by almost 50 per cent, made a £30 profit this year.

Turnover totalled £150 and the annual report revealed the firm's subsidiary Border Farm Sales Ltd., dealing with the sale of fish, made a profit of £50.

Lambert Carmichael chairman of the board said there had been a 50 per cent improvement in salmon sales on the previous year but catches of trout were astrous, the worst for years.

### Net ban

He added that despite introduction of a ban on net fishing as a method of catching salmon at sea, there were still being caught in considerable numbers up to end of the season.

However, the company now received an assurance from the River Tweed Commissioners that enforcement measures in the coastal waters of the River Tweed will be stepped up.

## New sein for Grampian

EDLEY, a new 68ft. and sloop for Grampian skipper-owner, Le Gravenes, arrived at the Humber port just before Christmas.

Built at Buckle by He and Mackenzie, she is powered by a Gardner 8L main engine developing 1,100 rpm at 230 bhp and has a Lister HR2MA air-cooled auxiliary.

Deck machinery includes a Lössle pedestal power block, Ramme rope drums and Norlau 34FK hydraulic anchor-raise winch. Edley is agent by Tom Skelton (FS) Ltd.

Skipper Gravenes previously owned *Alania* (454), another Herd-Mackenzie sloop, now sold to Skipper John Abbott and Delga Fishing Co. Ltd.

## Arbroath association re-elect president

Edward Smith, skipper of *Sincerity II*, has been re-elected as president of Arbroath Fishermen's Association.

At the association's annual general meeting, when Skipper Smith was re-elected, Skipper John Teviotdale, of *Orion*, resigned as vice-president and Skipper John Swankie Sr of *Endavour* was unanimously appointed in his place. Also Teviotdale, skipper of *Guiding Star*, was appointed to fill the vacancy on the committee.

Allan Caird, secretary of the association, reported: "In the past 12 months the association has been active in producing new rules governing the association."

This has been a major task and now goes to the Registrar of Friendly Societies and Co-operators in Edinburgh for final endorsement, having been approved by the agm.

## Skipper's lucky haul

THE STRANGE shortage of mackerel in Falmouth Bay is having some odd repercussions — one of which will long be remembered by a Plymouth skipper.

John Perkes was working the 120 ft. *Jannie Marie* along the coast one night on an endless search for mackerel.

Indeed, some of the comments overheard on the trawler's radio link were enough to warm up the coldest night at sea.

She made one shot of the net in near despair — and up came a 1,000 stone of bass, worth about £7,000.

The same weight of mackerel would have only made about £350.

## LIFE UNDER SAIL

*SAILING Drifters*, by Edgar March, is published by David & Charles Ltd. at £9, and is a reprint of a book which originally appeared in 1952.

The price may seem high, but it must have been very expensive to produce, being a thick book to start with, full of pictures and detailed plans, so it represents value for money.

## Lobstering — US style

FRED Boynton, *Lobsterman*, by Ted Van Winkle, is published in America, and is available here from Patrick Stephens Ltd. at £5.50.

It is heavily illustrated — very good pictures, specially taken for the book by the author, but even so it is expensive.

The text, obtained via a tape-recorder, is provided by a Maine lobster fisherman who operates a 35ft. wooden boat all the year round, mostly single-handed. In addition to lobstering, he trawls for fish and shrimps when in season.

The skipper's definition of "trash" fish is curious by British standards. Skate com-

## Sidewinder grabs Lowestoft title back

TWO MEN shared the distinction of commanding *St. Thomas*. Lowestoft's top earning trawler for 1976.

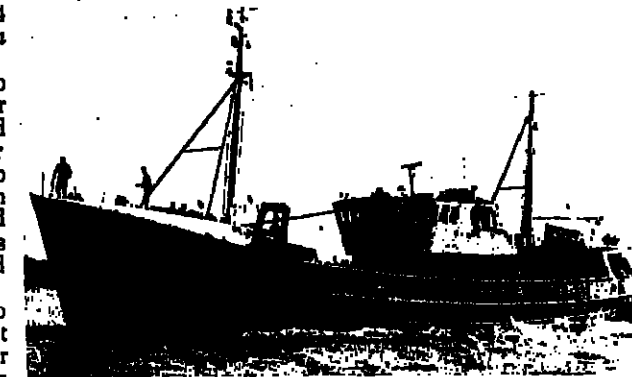
When the 121 ft. side trawler made her final landing on December 17, it brought her earnings for the year to £188,275 — nearly £20,000 above the record set in 1974 by the stern trawler *Boston Sea Dart*.

The two men who skippered her during the year were 36-year-old David Besford, who handed over command in September to 26-year-old John Ketteringham. He had previously sailed with him as deckhand, third hand and then as mate.

John Ketteringham, who gained his skipper's ticket four years ago said after her final landing: "She is a terrific ship. I was really thrown in at the deep end when the pressure was on and had to keep paddling."

The year brought a double success for Skipper Besford, who was recently given command of the new stern trawler *St. Patrick* — which set a new port earnings record on her maiden trip with a catch worth £15,091.

It had been, he said, a "hard year" on the North Sea grounds. "We have been to places we haven't normally worked and we have had to really dig the fish out — but



The Lowestoft trawler *St. Thomas* made £188,275 this year.

we got in front early in the year and stayed there" he said.

### Costs

*St. Thomas* spent 278 days at sea during the year and landed 82,608 stone of fish for a daily earnings average of £877.

News of the record was, however, tempered at Lowestoft by the knowledge that the past year had brought a sharp increase in

fishing costs, most of it coming from higher fuel charges.

Aubrey Moore, general manager of Claridge Trawlers, owners of *St. Thomas*, said: "We are very proud as a company to have the top trawler this year and we feel that due recognition should be made to this feat — but unfortunately in a difficult year the increase over last year has not compensated for the increase in costs."

*Boston Sea Dart* had recorded earnings last year of £180,342.

## Hitting the drifters

AN ATTEMPT is being made to increase the Irish salmon drift net licence from £3 to £50.

It is being led by the man who was appointed to take charge of Cork Fishery Board after it was abolished by the Government two years ago over alleged licence issuing irregularities.

He is Garrett Byrne, the present board administrator, and he is asking for support from the 17 fishery boards around the country.

He claims that commercial fishermen are making only a small contribution to the work of the Fishery Boards. In Cork, he said, they contributed only £572 to the annual board expenses of

## Two-day salmon conference

A TWO-DAY conference dealing with Irish salmon research will be held in Westport, Co. Mayo, on May 28 and May 29 to mark the 21st anniversary of the Salmon Research Trust of Ireland.

It will include such topics as the life history of the salmon, as determined by scale reading, salmon in the sea, fish passes and counting devices, diseases, management of stocks and artificial rearing.

The conference will take place in Jury's Hotel, Westport.

Those interested in attending the conference, "Salmon Research in Ireland," should write to the Secretary, Salmon Research Trust of Ireland Inc., St. James's Gate, Dublin 8.

## Appointed

CAPTAIN Frederick Chisholm, marine superintendent with the Department of Agriculture and Fisheries for Scotland, retired on Wednesday, December 17. He is succeeded by Captain A. T. Horsburgh, Capt. Horsburgh, who served on both fishery patrol vessels and research ships, was promoted First Officer in 1958 and eight years later to the rank of Commander. He came ashore as assistant marine superintendent in 1970.

## WALKING round one of the major fishing ports in Britain recently it was interesting to study the way in which fishing boats are maintained.

In general they do not present a pretty picture, with rust being the predominating colour. Whilst one can accept it is not easy to keep fishing boats looking pretty, because of the hard life they lead, there is a strong requirement to improve the standards of maintenance.

By maintenance I do not mean applying paint to cover over the rust, but the regular oiling and greasing of the moving parts required to keep them working.

I find it quite frightening to look at some of the lifting and hauling gear on fishing boats — gear which has to withstand the heavy strain of hauling in trawls or nets — and see how much is worn. Blocks have loose sheaves, derrick gooseneck pins are worn and even shackles are worn half-through because of the constant movement.

### Grease

When a boat is new, most of the important moving parts are fitted with grease nipples so that they can be adequately lubricated. In time these nipples either get blocked through not being used, or they get knocked off because the gear has been mishandled. I see very few fishing boats where an attempt is made to give these items any

Regular greasing of this freeing port would have kept it in working order. Now it is seized solid and will trap water on deck.

## safety at sea

sort of routine maintenance. The usual approach seems to be to let things go until something breaks, or until the vessel is laid-up for overhaul. Yet, regular maintenance could save an owner a great deal of expense in replacement gear and, with the way prices are continually increasing, this can be an important consideration.

### Injuries

More important are the consequences of a piece of gear failing under a heavy load. One is continually reading in *Fishing News* of injured fishermen being landed, but there is rarely much indication of how the accident occurred. A considerable number must be from gear failures, and the consequences of the accident to the person involved, apart from the loss of fishing time, must make the allocation of time for maintenance worthwhile.

Fishing boat engines and winches are rarely neglected in this way, so why not maintain the rest of the gear?

Maintenance, if it is to be of value, must be done according to a plan — rather in the way a car should be serviced. Make a list of all the greasing and oiling points and then,

once a week or fortnight, go round and attend to them all. This serves two purposes. Firstly, they get lubricated regularly and, secondly, they get looked at so that any signs of wear are detected in the early stages.

When you are making up your list of lubrication points, the grease nipples are fairly obvious, but don't neglect such items as the freeing port hinges, watertight door hinges and clamps, and the screw threads on watertight hatches. Lubrication of these points will make sure that they work when required, which can be vital to the safety of the vessel.

This is where the new DoT safety rules fall down. It's very easy to say you should have this, that and the other in the interests of safety, but unless these items are properly maintained, they are not going to do their job.

The DoT is going to survey boats every four years, with the possibility of intermediate checks. If fishing boat owners don't want to be clobbered harder with even more stringent rules and closer inspection, then they must think about putting their own house in order by finding time for regular maintenance.

### Refuelling

It only requires one man for about two hours a week. Most boats can find this time when waiting for weather to improve, or when refuelling. Maintenance is also required on safety equipment

Lack of any sort of maintenance has made this lifebuoy useless. This is an obvious danger to crewmen.



RFD's new super lifejacket for crews working in high risk areas.

such as life rafts, fire extinguishers, lifebuoys and lifejackets. With lifebuoys and life rafts there is not much to do except clean them occasionally and check the ropes and securing fittings. Lifebuoys, particularly, are stored in exposed positions and will deteriorate.

Some of the modern types which use synthetic materials are better, but there is not much point in carrying these items unless they are going to work.

Lifejackets invariably end up by being used as pillows for which they are admirably

suited. As lifejackets they will do their job by keeping you afloat the right way, but the standard DoT type has little application on a working craft such as fishing boats. They are designed for use by the most un-intelligent passenger on a cruise liner and are only carried on fishing boats at DoT insistence.

These lifejackets take no account of the fact that the crew of a fishing boat are seamen; that if they are to abandon ship successfully then they must be able to move about freely and quickly; also that a lot of the openings on a fishing boat are narrow and restricted. They are difficult, or impossible, to negotiate when wearing a bulky DoT lifejacket.

### Exposure

One cannot help feeling that, if a more practical approach to lifejackets is adopted, there is a much better chance of them being worn when required. The RNL has solved this problem to a large degree but only by designing its own type — a good compromise between safety and practicability.

R.F.D., which makes a whole range of safety equipment, has recently introduced a new style of lifejacket, specifically designed for men working in high-risk situations in cold temperatures. It carries the label of "the most expensive lifejacket in the world" and is obviously aimed at the oil industry.

Bulk is reduced by making the lifejacket completely inflatable, which is automatic when the person wearing it enters the water. There is a manual override for this and it can also be inflated orally.

To reduce the chances of exposure, a hood is attached to cover the head. It is assumed that the wearer will be wearing heavy clothes in a cold climate anyway, so the head is the vulnerable part.

These lifejackets could have an application in the fishing industry but the ironic thing is that, as far as the DoT is concerned, you would still have to carry your full complement of lifejackets of its own design.

No wonder fishermen get the feeling that they are being bogged down by bureaucracy. DAG PIKE

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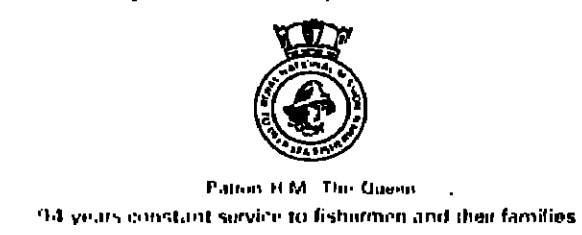
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# ...AN INSHORE OPERATION FROM SCRATCH

WHEN the Hull deep sea firm Newington Trawlers decided to move into North Sea fishing it was decided that North Shields would be the most suitable port to base a fleet of vessels in the 70 to 80ft. range. The harbour could be entered at all states of the tide and there was good access to some of the best North Sea fishing grounds.

The firm opened an office in North Shields about 20 months ago and took delivery of their first inshore vessel in the summer of 1974.

Assistant manager of the Shields office, Mr. John Harrison, told *Fishing News* that Newington had not at the

time been aware that plans were in the pipeline to build a new fish dock at Shields, so that had in no way influenced their decision to move into the port. Although plans for the new dock have now been shelved, the company feels that prospects are still very good for the larger class of inshore vessel at Shields.

When complete, Newington's inshore fleet at Shields will consist of eight vessels. Designed by the owners, they are of stern fishing layout and capable of fly-dragging, seining and single and two boat trawling. The first vessel, the 75ft. wooden hulled *Cherry Burton*, was built by Eyemouth Boat-building Company. She has

proved herself to be a good, seaworthy boat and is now fishing very well.

Initial teething troubles with the gearbox which drove the hydraulic power pack for the winches have now been corrected and Newington is satisfied with the performance and general design of *Cherry Burton*.

She has spent much of the time seine netting but last winter fished for sprats with a pelagic trawl.

*Cherry Burton* is the first of five similar vessels being built by the Eyemouth yard. The second, named *Burton Constable*, was recently completed and the remaining three will be delivered during this year and 1977.

Three steel vessels were ordered from English yards. The first of these is the 85ft. *Bishop Burton*, recently completed by the Drypool yard at Beverley, while the other two, the 75ft. *Burton Pidgea* and *Burton Agnes*, have been built by the Richard Dunstan shipyard. *Burton Agnes* is due for delivery shortly.

There are no plans for further building at present, but Newington is prepared to act as selling agent at Shields for other vessels if the demand arises.

The firm has moved into offices formerly occupied by Purdy Trawlers Ltd., and is building up staff as the work load increases. Mr. Albert Tong, a native of Hull, has moved to Shields to manage the new office while assistant manager Mr. John Harrison also came from Hull. A local man, Mr. T. Warmington, is the firm's fish salesman.

Left: first boat in Newington's new fleet was the wooden 75-footer *Cherry Burton*. Above: Janet Burton, wife of Newington chief, Mike Burton, performs a naming ceremony.

while a superintendent engineer has just been appointed.

Of the four vessels now in service, *Cherry Burton* and *Bishop Burton* have local skippers and are fishing grounds up to 240 miles east of the Tyne.

*Burton Constable* is skippered by Malcolm



## PIDSEA

Continued from page 9  
galley, while hot water is provided by a Perkins oil-fired boiler fitted in the engine room.

The wheelhouse, which has Beclaw windows, is fitted with a range of fish finding aids including Kelvin Hughes MS44 echo sounder with BLI

expansion equipment and Furuno sonar.

Other equipment includes Sailor main and vhf telephones, Dunstan receiver, Tenford H hydraulic steering gear, Decca 450 autopilot, Mk. Navigator, Track Plotter RM 914 radar.

Jotun Henry Clark provided the paint systems for boat.

## Norwegian show new line system

WITH the steady loss of trawling areas, Scottish fishermen are becoming interested in fully automated fishing system developed in Norway.

Before Christmas two executives of O. Mustad & Son A/S of Oslo, which developed the system, were Aberdeen for talks with technologists and research workers at the Scottish Marine Laboratory.

Later John J. Foster, who heads the Laboratory's development section, said exchange had been used. Scientists, he said, were particularly interested in the development of synthetic baiting systems, so it was but a first-hand brief on the problems Norwegian had encountered and overcome.

Mr. Foster said that, at the current crisis in international fisheries, there is a growing tendency to be a look at any fishing method which combined elements of conservation and fuel-saving.

The system is now in operation on six Norwegian longliners and had been received.

# SMOKING ON THE INCREASE AT MALLAIG

A MALLAIG fish firm, which operates a unique "kippers by post" service, is set for expansion. The Highlands Board is helping Lawrie and Sons to extend its factory and install a second smoking kiln.

Brothers George and Archie Lawrie had little experience of the fish merchandising and processing trade when they took over the family business from their father, George, after leaving the merchant navy in 1970.

But in 1972 the Highlands and Islands Development Board gave them grant and loan assistance to build a new factory and, a year later, they began smoking fish.

Business soared and smoked fish now accounts for a third of the firm's annual sales turnover. Their kippers are eagerly sought after by the catering trade, tourists who visit their shop in Mallaig and those who have discovered the "kippers by post" service which in itself turns over thousands of pounds in a year.

George Lawrie said the development, costing £17,000, would enable them to treble production of smoked fish and include other lines such as hot-smoked mackerel, smoked salmon and white fish.

"It will also give us the



Lawrie and Sons' factory at Mallaig.

capacity to build stocks of smoked fish and kippers when catches are at their best and sell these throughout the year, especially in the tourist season," he added.

Brother Archie confirmed the continuing interest in the "kippers by post" service which they hoped might expand with their increased capacity. "We send kippers throughout the UK, even to the Channel Islands and Isle of Man."

Callum Morrison, of the Highlands Board's fisheries division, said: "The business is a good example of fish processing in close proximity to the point of landing. The development is a logical expansion of facilities," he added, "and the board have been pleased to help."

## IRELAND CALL FOR HERRING CONTROL

A CALL to the Government that the Celtic Sea herring be entrusted to Ireland for one year as a conservation measure, has been made by the Irish Fishermen's Organisation.

It said that it is highly alarmed at the present position regarding the herring stocks and that quotas provide no protection against overfishing.

"The only effective method by which fish stocks can be conserved is through the adoption by each maritime nation of an exclusive fishery limit of at least 50 miles."

"This is the only method which will allow the industry to develop to its full potential," said the Organisation in a statement.

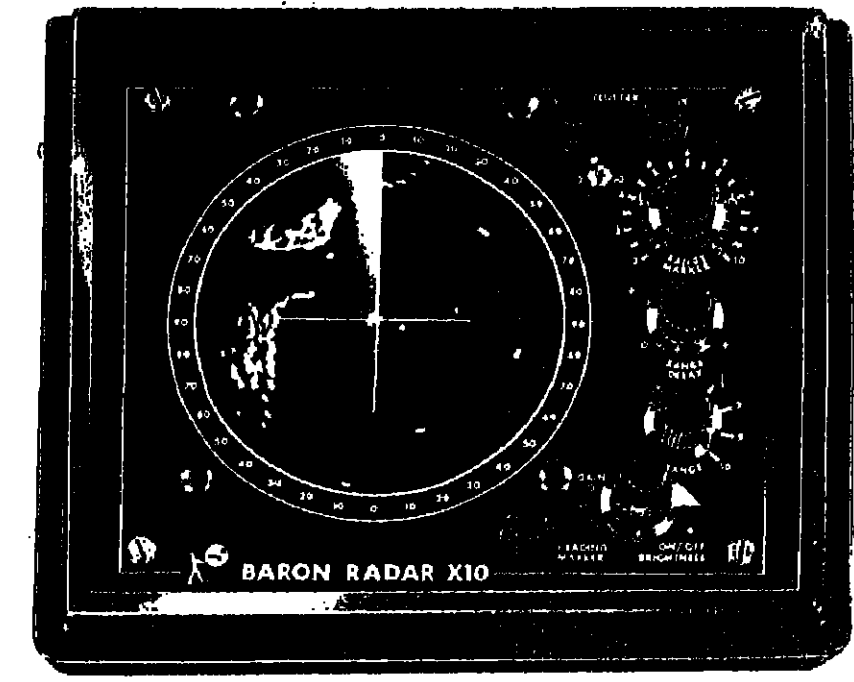
## WHITBY PUSH FOR HIGHER DUES

WHITBY Harbour Committee has recommended a 28 per cent increase in dues on fish landings.

The new rate was accepted by the committee after the exclusion of Press and public and now goes before the Borough Council Policy and Resources Committee.

The recommendation is to increase dues on all kinds of fish, including shellfish and herrings, and whether sold by auction or not, from 3.5p in the £ to 4.5p in the £, from April 1.

THE VALUE of white fish landings at Peterhead for November was £897,886 which represented an increase of £327,776 compared with last year. Higher prices boosted the total and dues on white fish for the month amounted to £17,856 compared with £11,403 in November 1974.



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# Xmas roker rush at Milford

MILFORD Haven had some of its biggest roker landings of the year in the week before the Christmas holiday. This resulted in more big grossings, although trade slackened off towards the end of the week.

One ship to finish her year's work with a flourish was *Picton Sealion* (Skipper Trevor Seltzer) which returned from the Irish Sea grounds with 195 kits which sold for £5,889 - the week's top grossing.

There was also a successful

## 'HARRY TATE'S' ON THE WAY

an issue of *Fishing News*.

So all you men from 'Harry Tate's' Navy please contact me for membership and any ideas and suggestions you have for our reunion at EUROPA will be welcomed.

Hope to see you at the 'Nest'. Come back all you 'Sparrows'!

S. V. Lewis,  
Hon. Secretary,  
RNPS Association,  
27 Tedder Road,  
Lowestoft.

HULL'S first post Christmas wet fish landing was made on Monday when BUT's *Rosa Otranto* (Sk. M. Clark) made 239,599 for 1,724 kits after a 22-day trip to the Icelandic coast. Commenting on the vessel's grossing, a spokesman for the owners said: "It just broke even".

## Buyer retires after 30 years

JAMES GAULT has retired after 30 years as a fish buyer at Lossiemouth market.

To mark the occasion he was given a digital clock, whisky and cheque from friends. The gifts

were presented by Alex Watt, oldest of Lossiemouth's independent fish buyers.

For 30 years Mr. Gault bought fish on his own behalf and for the past 10

## Unidentified old GK boat

SIR: I recently purchased a model of an old fishing boat, but so far I have been unable to identify it.

The numbers 3432 GK are printed on the bows so I presume that it is a replica of a Greenock boat. However, the Glasgow Department of Agriculture and Fisheries searched back in their records to 1924, but were unable to find anything.

I personally think it is much older and that it is a model of an existing, or once existing, vessel.

I wish to restore the rigging, but I have only one mast, so I have no idea what the sails looked like.

From what I can see, there should be two masts and, as there are two row looks on each side and not opposite each other, I think there may

A model of the mystery boat





# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

234,174: *Ross Renown*, BUT (Sk. B. McCall), 1,740 kits, 1, 23 days.  
232,890: *Northern Sky*, BUT (Sk. E. Favell), 1,871 kits, WS, 23 days.  
231,687: *Northern Gift*, BUT (Sk. D. Pulfrey), 1,705 kits, 1, 21 days.  
231,540: *Coldstreamer*, BUT (Sk. W. Sate), 1,546 kits, 1, 21 days.  
226,872: *Royal Lines*, BUT (Sk. A. Hankin), 1,358 kits, 1, 24 days.  
225,062: *William Wilberforce*, Boston (Sk. A. Denison), 1,351 kits, 1, 26 days.  
224,833: *Spurs*, Consolidated (Sk. W. Hardie Jnr.), 1,213 kits, 1, 22 days.  
223,534: *Ross Kelly*, BUT (Sk. P. Phillipson), 1,335 kits, 1, 22 days.  
222,001: *Blackburn Rovers*, Consolidated (Sk. E. Cotton), 1,234 kits, 1, 22 days.  
221,592: *Ross Kandanar*, BUT (Sk. B. Stokes), 1,108 kits, 1, 21 days.  
221,416: *Belgaum*, Boston (Sk. J. Stevens), 1,117 kits, 1, 26 days.  
221,306: *Ross Khartoum*, BUT (Sk. D. Kestley), 1,238 kits, 1, 23 days.  
220,888: *Huddersfield Town*, Consolidated (Sk. D. Wilson), 1,151 kits, 1, 20 days.  
220,310: *Real Madrid*, Consolidated (Sk. E. Collins), 1,052 kits, 1, 20 days.  
218,954: *Port Vale*, Consolidated (Sk. J. Rimmer), 951 kits, 1, 25 days.  
227,924: *Ross Juno*, BUT (Sk. J. Roberts), 1,312 kits, WS, 24 days.  
223,763: *Alershot*, Consolidated (Sk. J. Harris), 1,311 kits, 1, 24 days.  
219,514: *Crystal Palace*, Consolidated (Sk. G. Mussell), 1,214 kits, 1, 23 days.  
219,303: *Northern Reward*, BUT (Sk. W. R. Younger), 1,297 kits, 1, 23 days.  
218,006: *Boston Phantom*, Boston (Sk. S. Johnson), 934 kits, 1, 24 days.

### Seiners

1,665: *Arcona Bay*, Arcona (Sk. E. Thomsen), 83 kits, NS, 9 days.  
(No other seiner landings and none due 22/23 December).

### Pair teams

27,783: *Sonia Jane*, (Sk. Jorgen Bojen), 414 kits, and 27,608: *Anna Michelle*, (Sk. M. Josefaon), 401 kits, both Richardson, NS, 12 days.  
26,959: *Shawnee*, (Sk. R. Harries), 343 kits, and 23,056: *Mohave*, (Sk. D. Brown), 160 kits, both sleight, W, 16 days.

### Middle water

12,989: *Osaka*, Taylor (Sk. P. Newby), 740 kits, 17 days.  
29,189: *Ross Febra*, BUT (Sk. R. Reeves), 801 kits, 17 days.  
28,846: *Ross Tiger*, BUT (Sk. D. Avery), 513 kits, 17 days.  
28,497: *Ross Cheetah*, BUT (Sk. T. Rosa), 408 kits, 16 days.  
28,130: *Tokio*, Taylor (Sk. S. Stokes), 489 kits, 16 days.  
21,389: *Samaritan*, Robinson (Sk. J. Waddington), 686 kits, 15 days.  
29,907: *Ross Genet*, BUT (Sk. W. Salt), 547 kits, 17 days.  
27,570: *Ermo*, Taylor (Sk. G. Smith), 450 kits, 18 days.  
25,468: *Okino*, Taylor (Sk. J. McUlrich), 400 kits, 18 days.  
24,336: *Gatilaean*, Taylor (Sk. A. Hodson), 296 kits, 18 days.

### North Sea

28,323: *Ross Panther*, W. Hodson (Sk. W. Hodson), 520 kits, 14 days.  
25,519: *Lepanto*, Lindsey (Sk. R. Sindair), 251 kits, 15 days.  
24,595: *Lofoten*, Lindsey (Sk. J. Thurston), 151 kits, 14 days.  
24,257: *Lemburg*, Lindsey (Sk. H. Pexman), 122 kits, 12 days.  
22,963: *Tom Grant*, Lindsey (Sk. A. Wraith), 121 kits, 12 days.

### MILFORD HAVEN, Irish Sea

25,489: *Rosevear*, Kerr (Sk. A. Simpson), 187 kits, 13 days.

24,801: *Brenda Wilson*, Jones (Sk. R. Evans), 221 kits, 14 days.  
24,405: *Georgina Wilson*, Jones (Sk. T. Smith), 162 kits, 14 days.  
23,942: *Norrard Star*, Norrard (Sk. J. Manson), 169 kits, 13 days.  
22,836: *Piston Sea Eagle*, Norrard (Sk. J. Brodie), 145 kits, 13 days.  
22,261: *Kryzher*, Kerr, 81 kits, 10 days.  
21,598: *Westerdale*, Norrard (Sk. F. Reynolds), 56 kits, 9 days.  
For the period ending December 15  
22,896: *Westerdale*, Norrard (Sk. F. Reynolds), 31 kits, 4 days.  
For the period ending December 23

### FLEETWOOD, Iceland

232,275: *Fyldea*, Marr (Sk. V. H. Buschini), 1,848 kits, 1, 21 days.  
222,071: *Irvana*, Marr (Sk. A. G. Wignall), 1,250 kits, 1, 20 days.  
221,004: *Boston Blenheim* (Sk. H. McMillan), 1,094 kits, 1, 21 days.  
218,191: *Boston Sterling*, Boston (Sk. W. Bridge), 1,105 kits, 1, 21 days.  
217,103: *Kennedy*, Hewett (Sk. M. C. Ward), 1,080 kits, 1, 21 days.  
215,737: *Wyre Conqueror*, Wyre (Sk. G. Wright), 977 kits, 1, 20 days.  
215,024: *Wyre Victory*, Wyre (Sk. A. Watson), 810 kits, 1, 22 days.  
For the period ending December 19  
216,175: *Gavina*, Marr (Sk. C. L. Scott), 1,102 kits, 1, 19 days.  
215,345: *Wyre Vanguard* (Sk. B. Hargreaves), 814 kits, 1, 21 days.  
213,715: *Norina*, Marr (Sk. F. Wilson), 780 kits, 1, 24 days.  
212,003: *Boston Marauder*, Boston (Sk. R. Thornley), 1,204 kits, 1, 20 days.  
210,950: *Maretta*, Marr (Sk. J. Laird), 740 kits, 1, 20 days.  
For the period ending December 22 and 23

### Home water

28,725: *Boston Lightning*, Boston (Sk. J. Cossey), 653 kits, 14 days.  
28,615: *Wyre Revenge*, Wyre (Sk. B. Andrews), 525 kits, 13 days.  
28,378: *London Town*, Hewett (Sk. J. Kelly), 414 kits, 13 days.  
24,302: *Royalist*, Hewett (Sk. K. Bevers), 244 kits, 11 days.  
For the period ending December 19  
27,092: *David Wilson*, Hazael (Sk. J. H. Banks), 296 kits, 13 days.  
For the period ending December 23

### Near water

25,827: *Resound*, Ward, 416 kits, 15 days.  
25,607: *Marie Jacob*, Boston, 120 kits, 12 days.  
23,713: *Rosamonda*, Ward, 208 kits, 13 days.  
23,086: *Charmor*, Hewett, 172 kits, 12 days.  
22,728: *Rescillience*, Ward, 118 kits, 12 days.  
22,268: *Karen*, Hewett, 112 kits, 12 days.  
For the period ending December 19

### HULL

234,305: *St. Dominic*, Hamling (Sk. P. Gray), 1877 kits, WS, 24 days.  
231,394: *Ross Sirius*, BUT (Sk. D. Whiting), 1,039 kits, 1, 21 days.  
223,016: *St. Gilos*, Hamling (Sk. T. Sawyers), 1,114 kits, 1, 23 days.

### NORTH SHIELDS

27,227: *Ben Edra*, Irvin (Sk. R. Palmer), 43,392 kits, NS, 13 days.  
25,229: *Ben Glas*, Irvin (Sk. W. Sheader), 20,865 kits, NS, 13 days.  
22,315: *Scarlet Line*, Associated (Sk. J. Buchanan), NS, 4 days.

### GRANTON

24,481: *Arctic Explorer*, Liston (Sk. A. Wanless), cwt., F, 13 days.

## PORT MARKETS

### MONDAY, DECEMBER 29

#### HULL

About 1,700 kits from one distant water vessel. Prices range per 10 stone kit, heads on shell cod, £16/22.85; shell codling, £14.95/£20.20; coley, £25.50/£12.25; bergylis, £18.50. No distant water bulk cod, shell or bulk haddock, plaice, or halibut.

#### NEWLYN

Prices: cod, £2.90/£3.25; large plaice, £3.35; Dover sole, £15.40/£15.80; roker, £1; brill, £1.95/£5.55; squid, £2.50; dabs, 35p; guernsey, 40p per stone.

#### DUBLIN

Prices: cod, £1.88; plaice, £3.90; codling, £1.38; turbot, medium codling, £15/£18/£4.20; dabs, £1.40; Dover sole, £4.75; megrim, £2.80; alpe, small, £12.30/£13.80; large, £3.90; haddock, £2.85; pollock, second haddock, £12/£18/84p per stone; whiting, £2/£3; selected small, £9.30/£12/10; roker, £8/£14 per 7at. kit; small, £10.90/£11; white lobster, £1.85; prawns, 50p; scallops, £1.15 per lb.

A 170FT. long purser and stern trawler built in Norway has joined the Faroe Island fleet. She is named *Sigmundur Brasen* and is primarily designed for purse seining, being able to come for both bottom and mid-water trawling. The ship is fitted with a Kvaerner refrigerated sea water tanks and is powered by an M 2,800 hp at 800 rpm diesel. On trials she achieved a speed of 15.68 knots. Fish finding aids include two Simrad sonars and Loran C unit. Britain's biggest purse-trawler, *Chris Andri*, some 35ft. shorter than this new Faroe craft.

### EYEMOUTH

Prices: cod, £16; codling, £10.20/£12; haddock, £12/£14; whiting, £15; lemon sole, £20 per 7at. kit; squid, £3; per crab, £3, per 4at. kit; whiting, £2.40, per lb.

### BRIXHAM

Prices: cod, £3.20; large plaice, £3.40; ling, £1.20; gurnard, £1.10; whiting, £1.40; lemon sole, £5.40; Dover sole, £15.50; alpe, £1.20; squid, £2; monkfish, £7.50; roker, £1; dabs, £2.70; conger, £1.20; stone, £2.70; scallops, £1.15 per lb.

### NORTH SHIELDS

Prices: cod, £17/£18/£3.90; codling, £1.38; turbot, medium codling, £15/£18/£4.20; dabs, £1.40; Dover sole, £4.75; megrim, £2.80; alpe, small, £12.30/£13.80; large, £3.90; haddock, £2.85; pollock, second haddock, £12/£18/84p per stone; whiting, £2/£3; selected small, £9.30/£12/10; roker, £8/£14 per 7at. kit; small, £10.90/£11; white lobster, £1.85; prawns, 50p; scallops, £1.15 per lb.

## Trawlermen: an example to Britain



Henry Taylor presenting top recruit, Keith Crosby, with the book award.

HENRY TAYLOR, executive director of Grimsby trawler owners, H. L. Taylor Ltd., said last month that Britain would not be in her present state if every worker followed the hard working example of our fishermen.

Addressing a group of youngsters who had just completed their 10-week pre-sea training at the Nautical Annex, Grimsby, Mr. Taylor pulled no punches about fishing. "You're joining an industry which at the moment is at a very low ebb, but I'm sure we can't get much lower. In another 30 years there will still be ships sailing out of Grimsby and I hope some of you will be skippering those vessels."

"Life as a fisherman is tough and hard and, if everyone worked as hard as we do, the country wouldn't be in the state it is at the moment."

Mr. Taylor presented course certificates to the successful recruits and the book prize, *The Mending of Fishing Nets*, to 17-year-old Keith Crosby as the outstanding trainee.

Skipper Norman Townend, who supervised the training, said the course was the best they had had "for a long, long time."

## CONTRACT FOR LONG RANGE RESCUE SERVICE

THE DEPARTMENT of Trade has placed a further contract with British Airways Helicopters Ltd. for a long range search and rescue service off the north east coast of Scotland.

The contract will run from January 1, 1978, to December 31, 1977, by which time it is hoped the RAF will deploy Sea King helicopters in the area.

The new contract will enable the existing arrangements at Dyce Airport, Aberdeen, for civil marine search and rescue work beyond the range of existing short range helicopters, to continue.

The helicopters will continue to come under the operational control of the Rescue Co-ordination Centre at Pitreavie, Edinburgh, when engaged on civil marine search and rescue at the request of HM Coastguard.

British Airways Helicopters Ltd. has been running a similar service from Aberdeen since November 1971. To date, 69 rescue sorties have been flown.

### Aberdeen appointment

JACK CRAIG, chairman and chief executive of Aberdeen Fish Curers' and Merchants' Association, is Aberdeen Harbour Board's new vice chairman.

Mr. Craig, who was first elected to the Board three years ago, serves on a number of committees associated with fishing interests.

He is chairman of Aberdeen Fishing Joint Committee and a member of several White Fish Advisory Committees. He is also a director of the Caledonian Fish Meal Co. Ltd.

For this reason, and because stocked anchors of traditional design will hold in practically every type of ground, I think it would be best to get an Admiralty pattern anchor weighing about 50lb. to be stowed with

## CHOOSING AN ANCHOR FOR A 28-FOOTER...

"WE HAVE nearly completed all shipwright's work on a 28ft. GRP hull and are now faced with the problem of getting the most suitable equipment for the boat which will be based on the east coast."

"We would like to know what ground tackle — anchors, chain, warp, etc. — it would be best to get and where to get them."

It is easy when replying to a query like yours to recommend that you get the best of everything — shuddered link instead of short link chain, plaited instead of three-strand warps, and so on.

But, unless you want to pay more than is necessary, I will try to resist the temptation and suggest only tackle which should prove adequate.

Let's start with anchors on the assumption that anchors, chains, swivels etc. for laying permanent moorings are not included in your question.

If they were, I would need to know where the boat is to be moored, on what type of bottom and in what depth of water, before I could make suggestions.

A good guide to what anchors should be carried in boats is contained in part three of a booklet called *Standard Specifications for the Construction of Scottish Wooden Fishing Vessels*, published a few years ago by the White Fish Authority Committee for Scotland and Northern Ireland.

The committee appointed a working party consisting of WFA technical officers and representatives of the Scottish Fishing Boat Builders' Association to draft such specifications. And representatives of Lloyd's Register of Shipping were invited to be present while they were doing so.

Standard specifications were subsequently produced and the WFA decided to make compliance with them a condition of loan and grant assistance in respect of wooden fishing vessels built in Scotland for Scottish owners.

It emphasised, however, that it wished the standards prescribed to be regarded as the minimum desirable.

So the weights of anchors, sizes and lengths of chain prescribed serve as a guide to the minimum of ground tackle which should be carried.

This is evident when you turn to part three and note that, in boats of between 30 and 34ft. overall length, one 58lb. galvanised anchor, 15ft. of galvanised short link chain and 2 x 15ft. 3in. circ. ropes, primarily for mooring but usable for anchoring purposes, are to be regarded as standard ground tackle.

The fact that a 58lb. anchor is prescribed for boats a little longer than yours, serves as a guide to what size of bower anchor would be best, but only indirectly to what type.

It can be assumed that the type of anchor in the minds of those who drafted the specifications is a Fisherman or Admiralty pattern anchor, but it cannot be assumed that lighter weight, patent anchors of different design and claimed higher holding power are acceptable.

For this reason, and because stocked anchors of traditional design will hold in practically every type of ground, I think it would be best to get an Admiralty pattern anchor weighing about 50lb. to be stowed with

## John Burgess' Log



stem will prevent twists in them. And a swivel can be used to slide a weight down an anchor chain to increase holding power if ever the dire necessity should arise.

Both Admiralty pattern and Meon anchors are obtainable from Isiah Preston Ltd., a firm which has been making anchors at Cradley Heath in Worcestershire for over 100 years.

In 1989 the company acquired all stocks and patterns of Meon anchors from Armstrong Whitworth and it now has sole manufacturing rights.

It is currently producing Meon Mk.7 anchors for boats up to 100ft. long and Mk.3 anchors for vessels over that length.

A 22lb. or 30lb. Meon Mk.7 should prove as suitable a working anchor as any for your boat.

On the east coast you are as likely to be anchoring in mud, as often as in sand, and trials have demonstrated that the Mk.7 has the highest holding power of all in soft mud.

The 22lb. version, for instance, has the equivalent holding power in it of a 225lb. fisherman or a 340lb. stockless anchor.

Chain and special anchor shackles are also obtainable from the firm and maybe mooring swivels. If it does not supply the latter, you could get one as well as suitable warps from your local chandler.

If you ask Isiah Preston for details and prices of anchors and chain, which they can supply by the time you want them, I suggest that you ask for a copy of their Anchoring Equipment Catalogue at the same time.

It is magnificently produced and you are likely to learn much about ground tackle from it. The firm's full address is Cradley Road, Cradley Heath, Warley, Worcestershire B64 7BA.

## Who was Colin Archer?

building an improved type of boat. The great man then turned his attention to designing and building boats suitable for the Nordland and Finmark fisheries.

He continued to build these as well as other improved types of fishing, pilot and rescue boats until 1911. Then he retired and lived quietly at Lilleodden, until his death in 1921.

His fame grew and when Nansen, in 1891, wanted a vessel so stout that it would withstand the worst batterings of the Arctic ice, he commissioned Colin Archer to design and build *Fram*.

After *Fram* had sailed on her epic voyage, Colin Archer next turned his attention to designing and building the first Norwegian rescue boat, the prototype of craft like *Willie Wilhelmsen*.

She was built on similar lines to his improved pilot boats, but was larger. Her primary purpose being to accompany and succour fishing fleets. She was named after her designer and builder.

R. S. Colin Archer was launched in 1893. In May 1894 she demonstrated her capabilities by performing some outstanding rescue work in a great storm off Havningberg, near Vardo.

So successful was she in this and other rescues that a fleet of rescue boats was built to the same design.

The great man then turned his attention to designing and building boats suitable for the Nordland and Finmark fisheries.

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# VHF radio for cabin to shore

A NEW type of marine VHF radio telephone is now available from Redifon Telecommunications called the Sealand 88.

This is a larger and more versatile version of the recently announced Sealand 30, and is intended as a main VHF radio on deeper ships.

The 88 is supplied with up to five remote control units, each of which can operate via the ship's automatic system, so crew members can make telephone calls to shore from their cabins.

Also supplied as standard is automatic changeover from mains to 24V in the event of a supply failure. Dual watch facilities are available and the Sealand 88 can be supplied to suit any ship's voltage.

Solid-state and programme synthesised, so that channel crystals are not needed, all international channels and up to ten private channels, are available.

The unit has received type approval from most countries.

## Product News



Redifon's new VHF radio telephone, the Sealand 88.

## 'Half-price' R/T from Denmark

S.P. RADIO of Denmark is bringing out a new VHF radio telephone in February, known as the 'Sailor' RT144.

Due to a new programming system, developed by S.P. Radio, the unit is expected to cost half the price of similar sets.

This radio telephone, usually pre-set for all 56 international channels, can be programmed with a screwdriver for further channels, including land-based stations. The RT144 can receive all private and meteorological channels used in the marine VHF waveband. Frequency ranges for both transmitter and receiver: 155,000-158,600 MHz and 159,600-163,200 MHz. And the simplex channels 75 and 76, when released by the authorities.

A switch can be mounted on the front panel, which allows selection of international or US frequency standard (A-channels).

It is expected that these compasses will have replaced the traditional compass within the next few years, particularly as the cost comes down with quantity production.

A new type of compass, still magnetic, has been introduced which eliminates these problems and shows many advantages over the conventional compass. Produced by Brooks and Gatehouse, it senses the earth's magnetic field electronically.

The control unit can be mounted in any convenient position in the wheelhouse, which means it can be kept away from other electronic equipment. The course to steer is displayed on a large dial which has no numbers. All the helmsman has to do is keep the pointer upright.

The course is set on the control unit, which is not affected by movements of the boat. The compass has been tested under offshore racing conditions, where boats undergo very severe punishment, and it has behaved exceptionally reliably. The sensitivity of the dial can be

Course indicator (above) of the new electronic compass. The boat is on course when the pointer is upright. Below: control unit. The required course is set up on the top dial.



## Official and Classified ADVERTISEMENTS

Continued from page 15

### MISCELLANEOUS

#### THE ISLE OF MAN BOARD OF AGRICULTURE AND FISHERIES

**THE HERRING INDUSTRY SCHEME 1980**  
The Board is prepared to consider applications for the issue of Salesmen's Licences for the 1978 Herring Season, from persons with experience in the fish trade.

Applicants will be required to give such financial guarantee as the Board considers necessary and must undertake to collect and pay over to the Board all herring levies due from fishermen and buyers, and also to supply such statistics of sales and landings as the Board may require.

Applications should be sent in a sealed envelope, marked "Fish Salesmen" in the top left hand corner and must be submitted to the Secretary of the Board, Government Offices, Bock's Road, Douglas, Isle of Man, not later than Monday, 26th January, 1978.

17th December, 1975 J. L. H. Corlett Secretary

#### The Herring Industry Board and White Fish Authority

**DIRECTORY and DIARY 1978**

50p incl. postage from

Herring Industry Board Sea Fisheries House, 10 Young Street, Edinburgh EH2 4JQ

#### FOR HIRE

**LIFEROATS C** class inflatable liferoats for hire, liferaft hire Co., 14 Chapel Road, Tiptree, Essex CO6 0RA. Telephone: Tiptree (0821) 818649.

4-20 pax liferafts, liferaft hire Co., 14 Chapel Road, Tiptree, Essex CO6 0RA. Tiptree 818648.

#### DELIVERIES

**EYLES MARINE SERVICE** for deliveries of all vessels up to 600 tons. Telephone 0243 68 469.

## MILLER St. Monance Builders

Send for Catalogue No. 3, FB 67

#### Makers of 'File' Winches

Send for Catalogue No. FBE 51108

JAS. N. MILLER & SONS ST. MONANCE FIFE, SCOTLAND

#### FRANK COLAM LTD

Fish and Poultry Markets, NEW SMITHFIELD MARKET, WHITWORTH STREET, MANCHESTER M11 2NN

CONSIGNMENTS SOLICITED

Phones: 061-223 9632 After business hours: 061-773 1520

Bankers: William Glyn, Smithfield Market Branch, 79 High Street, Manchester

## Official and Classified ADVERTISEMENTS

Continued from page 16

### VESSELS FOR SALE

#### FOR SALE BY PRIVATE BARGAIN

##### MB "AVENGER" BF.101

Built of wood by J. & G. Forbes & Co., Sandhaven in 1970. Overall length 78ft., registered length 68ft., breadth 23ft., depth 6.8ft., tonnage 47.86. Lister Blackstone 380hp engine, Lister Blackstone 25hp auxiliary engine, Norwinch TC11 hydraulic trawl winch, Loele 20in. power block, Tenford hydraulic steering.

ON HIRE: Decca Mk.12 Navigator, Decca Plotter.

BOAT'S PROPERTY: Woodgange clipper 60 radio telephone, Woodsons VHF, Elac Altair fishluke.

The boat is suitable for fishing and arrangements for inspection can be made by applying to:

RICHARD IRVIN & SONS LTD.

SHORE STREET, FRASERBURGH. Telephone: 3102

With whom offers should be lodged

#### FOR SALE BY PRIVATE BARGAIN

##### M.B. "GREEN PASTURES II"

Built of wood in 1965 by Hard & MacKenzie, Buckie. Length 64ft., beam 22ft., draft 10ft., 6in., registered tonnage 64, gross 96. Caterpillar 1353 engine 380hp, 11.2 Gardner aux., Tenford hydraulic Jensen 3 drum trawl winch, Caron 24in. power block, Kelvin Hughes acoustic, Decca 802 radar, Shindler 24in. water meter, 15.35 sounder with scope, Telemarine R/T, one Pys VHF and one Marconi VHF all ship's property.

There is also a considerable amount of single and two boat pelagic trawls in addition to wharf gear to be sold with the vessel. This vessel is rigged for trawling and principally engaged in midwater fishing, but and engine has been well maintained and only reason for sale is the building of a larger boat. Presently fishing North Irish Sea and can be inspected at Kilkeel by arrangement with

VICTOR CHAMBERS KILKEEL, BAY SEAFORDS LTD. CHURCH ROAD, ANNALONG. Telephone: 281 or night 286 ANNALONG

#### For sale by private bargain

##### MB "JESMOND" L1266

Built of wood by Weatherhead & Blackie 1959. Registered length 67.2ft., overall length 76.8ft., beam 21.3ft., breadth 7.5ft., tonnage 54.71. Vessel fitted with 123hp Gardner engine, Gardner 11.2 auxiliary drive, 11.0V generator. Sutherland seine net winch, Rapp power block, Tenford hydraulic steering, Decca navigator Mk.12, Decca Plotter 350, Kodak echo sounder on hire, Kelvin Hughes radar type 17, Woodsons Clipper radio, Sator 14 VHF digital. Quantity of seine net to be sold with vessel. Vessel at present fishing. Enquiries J. Horne. Tel: Port Beaton 81592.

#### NEW 40 FATHOM trammel net

in depth, 175 carriage paid, cash with order. J. J. Hurry, 35 Manor Road, Salford, Salford.

#### LOCHIN 33 HULL, superstructure, bulkheads, private sale.

Telephone: Brighton 694340/694374.

#### DECKING, edge grain Oregon

Time in long lengths machined and pressure treated, ex stock. Harbours, West Dock Street, Hull 26568

#### FOR SALE

##### MB "RENOUV II" INS.285

Built of wood 1964 by James Noble, Fraserburgh. Length overall 62.8ft., registered 58.8ft., breadth 18.8ft., depth 11.6ft., tonnage 46.85.

Decca Mk.12, VHF Kelvin Hughes Forward, echo sounder MS.28, all on hire.

Eye Fishfinder, Kelvin Hughes Type 17 radar, Woodsons Clipper radio, Kelvin Hughes Mk.5 scale expander, all ships property.

Gardner 41.35 fresh water cooled engine, new 1967, reconditioned 1976, 311 reduction gear.

Six speed Sutherland winch, Beccles collar, Rapp power block, Tenford hydraulic steering, Webco central heating. Plenty of gear to be sold with vessel.

Offers to: Wm. CORMACK & CO. 3 King Street, Loughmash, Tel: Loughmash 3263

#### DAVID BARKE MARINE

HP, part exchange on the following boats: Fishing boat 36ft. x 10ft. x 3ft., 3.5hp, 12hp, 15hp, 18hp, 21hp, 24hp, 27hp, 30hp, 33hp, 36hp, 39hp, 42hp, 45hp, 48hp, 51hp, 54hp, 57hp, 60hp, 63hp, 66hp, 69hp, 72hp, 75hp, 78hp, 81hp, 84hp, 87hp, 90hp, 93hp, 96hp, 99hp, 102hp, 105hp, 108hp, 111hp, 114hp, 117hp, 120hp, 123hp, 126hp, 129hp, 132hp, 135hp, 138hp, 141hp, 144hp, 147hp, 150hp, 153hp, 156hp, 159hp, 162hp, 165hp, 168hp, 171hp, 174hp, 177hp, 180hp, 183hp, 186hp, 189hp, 192hp, 195hp, 198hp, 201hp, 204hp, 207hp, 210hp, 213hp, 216hp, 219hp, 222hp, 225hp, 228hp, 231hp, 234hp, 237hp, 240hp, 243hp, 246hp, 249hp, 252hp, 255hp, 258hp, 261hp, 264hp, 267hp, 270hp, 273hp, 276hp, 279hp, 282hp, 285hp, 288hp, 291hp, 294hp, 297hp, 300hp, 303hp, 306hp, 309hp, 312hp, 315hp, 318hp, 321hp, 324hp, 327hp, 330hp, 333hp, 336hp, 339hp, 342hp, 345hp, 348hp, 351hp, 354hp, 357hp, 360hp, 363hp, 366hp, 369hp, 372hp, 375hp, 378hp, 381hp, 384hp, 387hp, 390hp, 393hp, 396hp, 399hp, 402hp, 405hp, 408hp, 411hp, 414hp, 417hp, 420hp, 423hp, 426hp, 429hp, 432hp, 435hp, 438hp, 441hp, 444hp, 447hp, 450hp, 453hp, 456hp, 459hp, 462hp, 465hp, 468hp, 471hp, 474hp, 477hp, 480hp, 483hp, 486hp, 489hp, 492hp, 495hp, 498hp, 501hp, 504hp, 507hp, 510hp, 513hp, 516hp, 519hp, 522hp, 525hp, 528hp, 531hp, 534hp, 537hp, 540hp, 543hp, 546hp, 549hp, 552hp, 555hp, 558hp, 561hp, 564hp, 567hp, 570hp, 573hp, 576hp, 579hp, 582hp, 585hp, 588hp, 591hp, 594hp, 597hp, 600hp, 603hp, 606hp, 609hp, 612hp, 615hp, 618hp, 621hp, 624hp, 627hp, 630hp, 633hp, 636hp, 639hp, 642hp, 645hp, 648hp, 651hp, 654hp, 657hp, 660hp, 663hp, 666hp, 669hp, 672hp, 675hp, 678hp, 681hp, 684hp, 687hp, 690hp, 693hp, 696hp, 699hp, 702hp, 705hp, 708hp, 711hp, 714hp, 717hp, 720hp, 723hp, 726hp, 729hp, 732hp, 735hp, 738hp, 741hp, 744hp, 747hp, 750hp, 753hp, 756hp, 759hp, 762hp, 765hp, 768hp, 771hp, 774hp, 777hp, 780hp, 783hp, 786hp, 789hp, 792hp, 795hp, 798hp, 801hp, 804hp, 807hp, 810hp, 813hp, 816hp, 819hp, 822hp, 825hp, 828hp, 831hp, 834hp, 837hp, 840hp, 843hp, 846hp, 849hp, 852hp, 855hp, 858hp, 861hp, 864hp, 867hp, 870hp, 873hp, 876hp, 879hp, 882hp, 885hp, 888hp, 891hp, 894hp, 897hp, 900hp, 903hp, 906hp, 909hp, 912hp, 915hp, 918hp, 921hp, 924hp, 927hp, 930hp, 933hp, 936hp, 939hp, 942hp, 945hp, 948hp, 951hp, 954hp, 957hp, 960hp, 963hp, 966hp, 969hp, 972hp, 975hp, 978hp, 981hp, 984hp, 987hp, 990hp, 993hp, 996hp, 999hp, 1002hp, 1005hp, 1008hp, 1011hp, 1014hp, 1017hp, 1020hp, 1023hp, 1026hp, 1029hp, 1032hp, 1035hp, 1038hp, 1041hp, 1044hp, 1047hp, 1050hp, 1053hp, 1056hp, 1059hp, 1062hp, 1065hp, 1068hp, 1071hp, 1074hp, 1077hp, 1080hp, 1083hp, 1086hp, 1089hp, 1092hp, 1095hp, 1098hp, 1101hp, 1104hp, 1107hp, 1110hp, 1113hp, 1116hp, 1119hp, 1122hp, 1125hp, 1128hp, 1131hp, 1134hp, 1137hp, 1140hp, 1143hp, 1146hp, 1149hp, 1152hp, 1155hp, 1158hp, 1161hp, 1164hp, 1167hp, 1170hp, 1173hp, 1176hp, 1179hp, 1182hp, 1185hp, 1188hp, 1191hp, 1194hp, 1197hp, 1200hp, 1203hp, 1206hp, 1209hp, 1212hp, 1215hp, 1218hp, 1221hp, 1224hp, 1227hp, 1230hp, 1233hp, 1236hp, 1239hp, 1242hp, 1245hp, 1248hp, 1251hp, 1254hp, 1257hp, 1260hp, 1263hp, 1266hp, 1269hp, 1272hp, 1275hp, 1278hp, 1281hp, 1284hp, 1287hp, 1290hp, 1293hp, 1296hp, 1299hp, 1302hp, 1305hp, 1308hp, 1311hp, 1314hp, 1317hp, 1320hp, 1323hp, 1326hp, 1329hp, 1332hp, 1335hp, 1338hp, 1341hp, 1344hp, 1347hp, 1350hp, 1353hp, 1356hp, 1359hp, 1362hp, 1365hp, 1368hp, 1371hp, 1374hp, 1377hp, 1380hp, 1383hp, 1386hp, 1389hp, 1392hp, 1395hp, 1398hp, 1401hp, 1404hp, 1407hp, 1410hp, 1413hp, 1416hp, 1419hp, 1422hp, 1425hp, 1428hp, 1431hp, 1434hp, 1437hp, 1440hp, 1443hp, 1446hp, 1449hp, 1452hp, 1455hp, 1458hp, 1461hp, 1464hp, 1467hp, 1470hp, 1473hp, 1476hp, 1479hp, 1482hp, 1485hp, 1488hp, 1491hp, 1494hp, 1497hp, 1500hp, 1503hp, 1506hp, 1509hp, 1512hp, 1515hp, 1518hp, 1521hp, 1524hp, 1527hp, 1530hp, 1533hp, 1536hp, 1539hp, 1542hp, 1545hp, 1548hp, 1551hp, 1554hp, 1557hp, 1560hp, 1563hp, 1566hp, 1569hp, 1572hp, 1575hp, 1578hp, 1581hp, 1584hp, 1587hp, 1590hp, 1593hp, 1596hp, 1599hp, 1602hp, 1605hp, 1608hp, 1611hp, 1614hp, 1617hp, 1620hp, 1623hp, 1626hp, 1629hp, 1632hp, 1635hp, 1638hp, 1641hp, 1644hp, 1647hp, 1650hp, 1653hp, 1656hp, 1659hp, 1662hp, 1665hp, 1668hp, 1671hp, 1674hp, 1677hp, 1680hp, 1683hp, 1686hp, 1689hp, 1692hp, 1695hp, 1698hp, 1701hp, 1704hp, 1707hp, 1710hp, 1713hp, 1716hp, 1719hp, 1722hp, 1725hp, 1728hp, 1731hp, 1734hp, 1737hp, 1740hp, 1743hp, 1746hp, 1749hp, 1752hp, 1755hp, 1758hp, 1761hp, 1764hp, 1767hp, 1770hp, 1773hp, 1776hp, 1779hp, 1782hp, 1785hp, 1788hp, 1791hp, 1794hp, 1797hp, 1800hp, 1803hp, 1806hp, 1809hp, 1812hp, 1815hp, 1818hp, 1821hp, 1824hp, 1827hp, 1830hp, 1833hp, 1836hp, 1839hp, 1842hp, 1845hp, 1848hp, 1851hp, 1854hp, 1857hp, 1860hp, 1863hp, 1866hp, 1869hp, 1872hp, 1875hp, 1878hp, 1881hp, 1884hp, 1887hp, 1890hp, 1893hp, 1896hp, 1899hp, 1902hp, 1905hp, 1908hp, 1911hp, 1914hp, 1917hp, 1920hp, 1923hp, 1926hp, 1929hp, 1932hp, 1935hp, 1938hp, 1941hp, 1944hp, 1947hp, 1950hp, 1953hp, 1956hp, 1959hp, 1962hp, 1965hp, 1968hp, 1971hp, 1974hp, 1977hp, 1980hp, 1983hp, 1986hp, 1989hp, 1992hp, 1995hp, 1998hp, 2001hp, 2004hp, 2007hp, 2010hp, 2013hp, 2016hp, 2019hp, 2022hp, 2025hp, 2028hp, 2031hp, 2034hp, 2037hp, 2040hp, 2043hp, 2046hp, 2049hp, 2052hp, 2055hp, 2058hp, 2061hp, 2064hp, 2067hp, 2070hp, 2073hp, 2076hp, 2079hp, 2082hp, 2085hp, 2088hp, 2091hp, 2094hp, 2097hp, 2100hp, 2103hp, 2106hp, 2109hp, 2112hp, 2115hp, 2118hp, 2121hp, 2124hp, 2127hp, 2130hp, 2133hp, 2136hp, 2139hp, 2142hp, 2145hp, 2148hp, 2151hp, 2154hp, 2157hp, 2160hp, 2163hp, 2166hp, 2169hp, 2172hp, 2175hp, 2178hp, 2181hp, 2184hp, 2187hp, 2190hp, 2193hp, 2196hp, 2199hp, 2202hp, 2205hp, 2208hp, 2211hp, 2214hp, 2217hp, 2220hp, 2223hp, 2226hp, 2229hp, 2232hp, 2235hp, 2238hp, 2241hp, 2244hp, 2247hp, 2250hp, 2253hp, 2256hp, 2259hp, 2262hp, 2265hp, 2268hp, 2271hp, 2274hp, 2277hp, 2280hp, 2283hp, 2286hp, 2289hp, 2292hp, 2295hp, 2298hp, 2301hp, 2304hp, 2307hp, 2310hp, 2313hp, 2316hp, 2319hp, 2322hp, 2325hp, 2328hp, 2331hp, 2334hp, 2337hp, 2340hp, 2343hp, 2346hp, 2349hp, 2352hp, 2355hp, 2358hp, 2361hp, 2364hp, 2367hp, 2370hp, 2373hp, 2376hp, 2379hp, 2382hp, 2385hp, 2388hp, 2391hp, 2394hp, 2397hp, 2400hp, 2403hp, 2406hp, 2409hp, 2412hp, 2415hp, 2418hp, 2421hp, 2424hp, 2427hp, 2430hp, 2433hp, 2436hp, 2439hp, 2442hp, 2445hp, 2448hp, 2451hp, 2454hp, 2457hp, 2460hp, 2463hp, 2466hp, 2469hp, 2472hp, 2475hp, 2478hp, 2481hp, 2484hp, 2487hp, 2490hp, 2493hp, 2496hp, 2499hp, 2502hp, 2505hp, 2508hp, 2511hp, 2514hp, 2517hp, 2520hp, 2523hp, 2526hp, 2529hp, 2532hp, 2535hp, 2538hp, 2541hp, 2544hp, 2547hp, 2550hp, 2553hp, 2556hp, 2559hp, 2562hp, 2565hp, 2568hp, 2571hp, 2574hp, 2577hp, 2580hp, 2583hp, 2586hp, 2589hp, 2592hp, 2595hp, 2598hp, 2601hp, 2604hp, 2607hp, 2610hp, 2613hp, 2616hp, 2619hp, 2622hp, 2625hp, 2628hp, 2631hp, 2634hp, 2637hp, 2640hp, 2643hp, 2646hp, 2649hp, 2652hp, 2655hp, 2658hp, 2661hp, 2664hp, 2667hp, 2670hp, 2673hp, 2676hp, 2679hp, 2682hp, 2685hp, 2688hp, 2691hp, 2694hp, 2697hp, 2700hp, 2703hp, 2706hp, 2709hp, 2712hp, 2715hp, 2718hp, 2721hp, 2724hp, 2727hp, 2730hp, 2733hp, 2736hp, 2739hp, 2742hp, 2745hp, 2748hp, 2751hp, 2754hp, 2757hp, 2760hp, 2763hp, 2766hp, 2769hp, 2772hp, 2775hp, 2778hp, 2781hp, 2784hp, 2787hp, 2790hp, 2793hp, 2796hp, 2799hp, 2802hp, 2805hp, 2808hp, 2811hp, 2814hp, 2817hp, 2820hp, 2823hp, 2826hp, 2829hp, 2832hp, 2835hp, 2838hp, 2841hp, 2844hp, 2847hp, 2850hp, 2853hp, 2856hp, 2859hp, 2862hp, 2865hp, 2868hp, 2871hp, 2874hp, 2877hp, 2880hp, 2883hp, 2886hp, 2889hp, 2892hp, 2895hp, 2898hp, 2901hp, 2904hp, 2907hp, 2910hp, 2913hp, 2916hp, 2919hp, 2922hp, 2925hp, 2928hp, 2931hp, 2934hp, 2937hp, 2940hp, 2943hp, 2946hp, 2949hp, 2952hp, 2955hp, 2958hp, 2961hp, 2964hp, 2967hp, 2970hp, 2973hp, 2976hp, 2979hp, 2982hp, 2985hp, 2988hp, 2991hp, 2994hp, 2997hp, 3000hp, 3003hp, 3006hp, 3009hp, 3012hp, 3015hp, 3018hp, 3021hp, 3024hp, 3027hp, 3030hp, 3033hp, 3036hp, 3039hp, 3042hp, 3045hp, 3048hp, 3051hp, 3054hp, 3057hp, 3060hp, 3063hp, 3066hp, 3069hp, 3072hp, 3075hp, 3078hp, 3081hp, 3084hp, 3087hp, 3090hp, 3093hp, 3096hp, 3099hp, 3102hp, 3105hp, 3108hp, 3111hp, 3114hp, 3117hp, 3120hp,